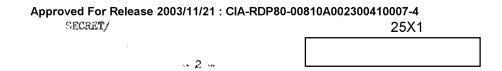
	Approved For Release 2002/11/21/00/14/8-DR00-00810A002300410007-4
	INFORMATION REPORT OD NO. 25X1A
COUNTRY	East Germany DATE DISTR 9 October 1953
SUBJECT	Industriewerke VES Ludwigsfelde Genshagen NO OF PAGES 2 (formerly Deminior Benz) 25X1
PLACE ACQUIRED	NO. OF ENCLS
DATE OF INFO.	SUPPLEMENT TO REPORT NO
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	25/1/
La	werke VEB Ludwigsfelde Genshegen, formerly the Daimler-Benz plant. This shed was intended for an annealing instellation department with a galvanizing section,
25X1	and an electric section with large annealing furnaces. A great number of machines had arrived but were not yet installed the ventilating apparatuses, as compared with those in the other sheds, were especially efficient.
2	Since 5 February 1953, 500 laborers worked in two shifts in shed No 11. The shed contained several small and large milling machines, planers, radial and horizontal drilling and boring machines which, according to nomenclature plates, were delivered by the firms of Thiel and Wotan in Glauchau. They processed steel tubes of a length of 6 meters and various diameters from the Stahl- und Calzwerk Hennigsdorf VEB, Stahl- und Walzwerk Brancenburg VEB and the EKO Fuerstenberg and manufactured small parts like valves and crankshaft bearings which were delivered to a Magdeburg engine plant and an unidentified plant in Chemnitz.
3. 25X1	In early Earch, about 50 men installed machines in shed No 8 in which seven large lathes had already been instelled. These lathes corresponded to those in shed No 11 except for being larger. Full production was scheduled to start in shed No 3 in mid-March and was to comprise crankshafts, camshafts and connecting rod bearings. the dealy current supply for the shed was insufficient.
4.	On 7 March 1953, shed No 1, which was called the entrance shed and comprised a loading ramp, a siding track, and a checking point for products, was ready for production. A large crane which covered three quarters of the length of the shed was under construction. Adjoining rooms housed a test station with a chemical laboratory and a Roentgen ray room.
5. 25X1 25X1	In early March 1903, the construction of shed No 9 was completed although a maker of small machines had not been instelled.
6.	Wark or the interiors was carried out in all other sheds which had not yet been specified over to the management of the plant.
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7.	Two conveyer lines were scheduled to be installed in the plant, one for
25X1	the plant was to produce the 2,000 H.P. Diesel engine which
25X1	had been designed by Daimler-Benz in 1942 and which was for speed boats,
	10 to 12 meters long and 1.5 to 3 meters wide.
25X1	considerable number of engineers of the plant had been transferred to the
25/1	Rosslauer Schiffswerft at 4 Werft Strasse, Rosslau on the Elbe River, since late 1952 to get experience.
25X1	H.P. Diesel engine was planned for the Rosslauer Schiffswerft in addition
	to other products.2
a	T 2 W 1 7000
8.	In early March 1953, raw materials imported from the USSR, Sweden and West Germany were processed in Maxhuette VEB in Unter-
25X1	wellenborn, Thuringia, and the Stahl- und Walzwerk Brandenburg VEB in
	Brandenburg on the Havel River and were delivered to the plant as semi-
25X1	finished products.
9.	in early February 1953, an air force general
/ 0	of a Moscow ministry, who visited the plant, mentioned the production of a
	new Soviet-type water jet engine which would have the power of three normal
	type ship engines but which was still in the development stage.
10.	The Soviet management of the plant was allegedly scheduled to move into a
_	large office building mear the northern guard house of the plant.
25X1	all dismissed or extra employees of Bauunion Leipzig who had worke
25X1	in the plant would be transferred to Ruegen Island by order of the ministry? and that, in February, about 200 former Junkers engineers and technicians
	who had been deported to the USSR in 1945 and 1946 were scheduled to return
	from the USSR, and that about 100 engineers and foremen of these returnees
	would be employed in the Industriewerke VEB Ludwigsfelde-Genshagen, On 12
	February 1953, dwellings in Ludwigsfelde began to be evacuated for these engineers and technicians.
25X1	engineers and vechnicians,
	Commands 6th of the first of th
	Comment. The Thiel firm is now named Uhren- und Maschinenfabrik, is located in Ruhla, Thuringia, and produces machine tools and watches. It
1	formerly was a SAG plant in SAG Avtovelo. The Clauchau firm referred to for
	the former Wotan und Zimmerwann plant which as a VEB mainly produces center-
25X1	less grinding mechines for roller bearing producing factories.
	Comment. Previous information indicates that only Diesel engines of
251/1	250 H.P., 1,000 H.P. and 2,500 H.P. are produced in Ludwigsfelde.
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